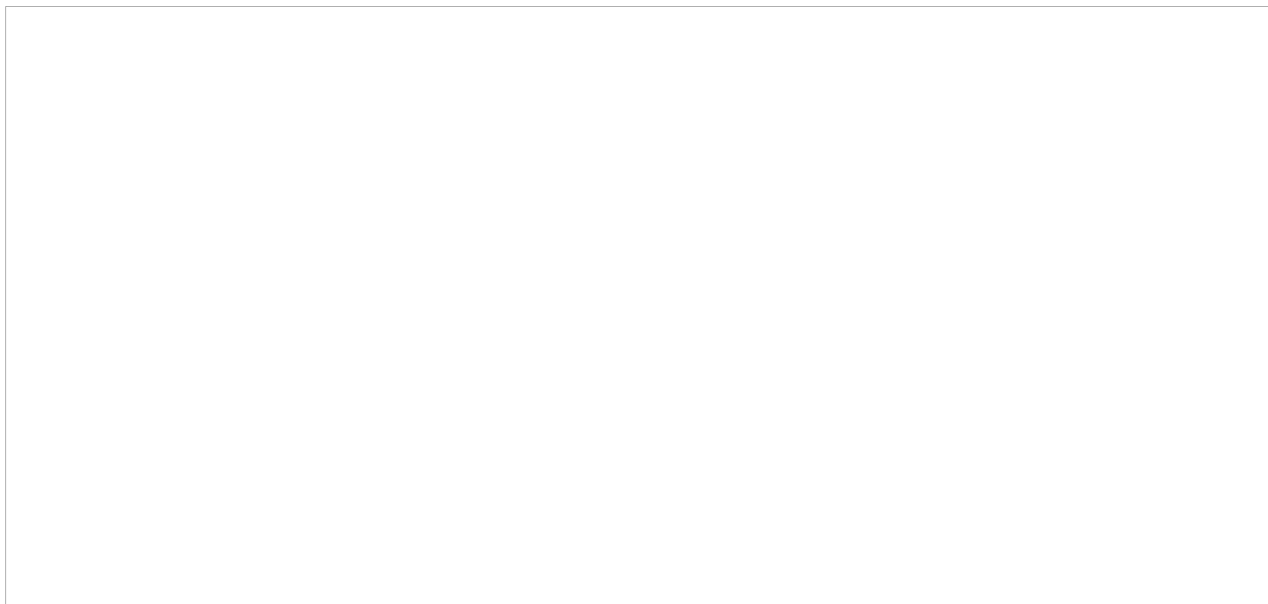
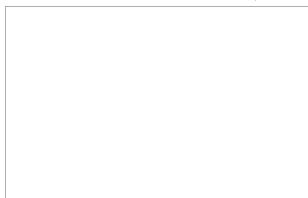


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TRANSPORTATION INFORMATION ON HUNGARY



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MEANS OF COMMUNICATION**BUDAPEST**

- I Soviet measures for the conversion of railroad trackage and structures.
- II Railroad reinforcement works.
- III Hungarian-Rumanian negotiations on transport questions.
- IV Railroads. Road building.

I Soviet Measures for the Conversion of Railroad Trackage and Structures

During the first days of September a railroad mission arrived in Budapest. From that date the mission has had its headquarters at the Hotel Royal.

This mission controls the reorganization work of Hungary's railroad transportation. All railroad stations which had a ~~maximum~~ transit capacity of 80 to 120 axes must have their capacity raised to 160.

Beginning with the frontier railroad station of Zahony, rail of 29 kilograms per meter must be replaced by rail of 74 kilograms per meter. The maximum load of the structures must, therefore, be increased.

The military engineer Gavriloff, one of the chiefs of this mission, frequently visits Prague, where it is planned to set up a mission of the same type.

It is planned to carry out identical works in Rumania.

II Railroad Reinforcement Works

No work is in progress to ^{increase} ~~increase~~ the track-gauge of the railroads in the regions of Kaposvar and Szeged to the Russian gauge. On the other hand, railroad reinforcement work is in progress in the ~~minimum~~ regions of Paks and Budapest-Cegled to permit the passage of Goliath-type locomotives.

III Hungarian-Rumanian Negotiations on Transport Questions

In October conversations will be begun between a delegation of the Hungarian railroad administration and a delegation of the Rumanian railroad

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administration to regulate the question of transit traffic. In fact, Soviet instructions have been issued to the effect that shipments via Fiume or Trieste should be suspended. Consequently, cargo consigned to Argentina or England must be shipped via Rumanian or Polish ports.

Evidently, this measure will be burdensome, and these conversations will be conducted with the object in view of obtaining favorable terms.

IV Railroads. Road Building

a) Railroads

On the Szabadbattyan-Szokesfeherver-Kapolnasnyek line the construction of a second track has been completed.

Work of the same kind is in progress on the Kapolnasnyek-Budafok (suburb of Budapest) section. The roadbed on this section is completed and the laying of a second track can be started. The rails are deposited along the line as far as Budapest. Heavy material of first-class quality (Colliath rails) has been deposited from place to place ready for use.

Construction of the roadbed of a second track on the Budapest-Dombovar-Kaposvar line has been begun and work is in progress on several sections. The largest part of the material has been assembled near the railroad station of Somogyssob, where over ~~200,000~~ 100,000 reinforced concrete ties have been stockpiled.

b) Roads

The following roads must be redesigned, widened, or reinforced by a layer of concrete:

Nagykanizsa-Iharosberezny-Somogyosurgo (second-class road);

Nagykanizsa-Kaposvar-Szigetvar-Barcs (first-class road);

Istvand-Sellye-Siklos (first-class road);

Kaposvar-Pecs-Siklos (first-class road);

Pecs-Mohacs (second-class road);

The bridges on the second-class roads will be widened by one meter. All small bridges with a length of over 4 meters will be reinforced to enable them to support a load of 40 tons.

With a view to carrying out these works the county administration

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has assembled 15,600 roadworkers who have received very favorable contracts. The manpower administration has assigned to these specialists as helpers several thousand laborers at the meagre monthly pay of 300 forints. This latter group consists almost exclusively of intellectuals who were dismissed from their jobs.

It is interesting to note that these 15,600 roadworkers were taken over from other construction jobs which have been abandoned.

Budapest-Nikols Highway (182 kilometers)

General Description

This old road is covered with asphalt and runs at the foot of the Matra and Buda Mountains in a north-easterly direction with three grade crossings and two bridges. The road is in good condition, and the bridges which were destroyed during the war have been completely reconstructed. It passes through 17 cities and towns.

Detailed Description

1) Budapest-Gyongyos Section (77 kilometers)

This road begins at the East Railroad Station (Keleti Palyaudvar) of Budapest and runs above the railroad tracks on a stone and concrete bridge.

The road is 12 meters wide and is paved all the way to, and within, the suburbs of Budapest. It crosses twice again the railroad tracks (Rakos line) through an underpass near the West Railroad Station (Nyugati Palyaudvar). The road runs in a straight line from Budapest to Cinkota; it is asphalted and 8 meters wide. It is paralleled by a 4-meter-wide road for animal-drawn vehicles.

From Cinkota to Gyongyos the road is 6 meters wide and is covered with asphalt.

The Cinkota-Kistarcsa-Kerepes section of the road is very mountainous. The road reaches its highest point east of Godollo and from this point it descends in a winding zigzag. This winding road-section is one of the most dangerous in Hungary and it is expected that it will be redesigned. Before reaching the town of Assed, the road passes over a 16-

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meter-long bridge of reinforced concrete.

Leaving Ácsed, the road ascends a 15-percent grade and leads to a plateau located between Ácsed and Hatvan. East of Hatvan, the road crosses the railroad track on an old stone bridge. In the city of Hatvan the road is 8 meters wide and runs over a new, reinforced-concrete bridge. Repair work on the road within Hatvan is now in progress.

Beginning at Gyongyos, the road follows an easterly direction.

.2) Gyongyos-Miskolc Section (105 kilometers)

There are steep grades 1.5 kilometers from the city of Gyongyos. From Gyongyos to Kapolna, the road is first covered with asphalt, then macadamized. Between Kerecsend and Fuzesabony the road is macadamized for 2 kilometers.

In the city and suburbs of Mészoköved the road is paved, and from Mészoköved to Miskolc it has a high crown. In the city of Miskolc the road is covered with asphalt.

There are grade crossings west of Kapolna, east of Fuzesabony, and south of Miskolc.

Important Branch Roads of the Budapest-Miskolc Highway

a) Fuzesabony-Eger (17 kilometers)

This road branches off from the Budapest-Miskolc highway 2 kilometers west of Fuzesabony and passes through two towns. There is a grade crossing south of Miskolc. Although an old construction, this road is in good condition, is asphalted and has a width of 6 meters.

b) Miskolc-Miskolcmetti (Kassa 61 kilometers)

Beginning at Miskolc, the road runs eastward 5 kilometers to Felsőcsécs. At Felsőcsécs, it turns northward and runs along the Hernád-Valley.

There are four grade crossings, of which two are near Idrány and two near Miskolcmetti. For a length of 16 kilometers, as far as Szikszó, the road is first asphalted, then macadamized, and is in fair condition.

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c) ~~Miskolc-Szerencs-Rodrockeresztúr~~ (46 kilometers)

This road branches off at Felsoszeleca from the highway leading to Kassa. Near Gostely, the road crosses the Hernad River on a 25-meter-long new bridge of reinforced concrete. It runs through mountainous terrain. The road is 8 meters wide, macadamized, and of first-class quality. There are grade crossings west of Onga, east of Szerencs, and near Mesosombor.

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